

FLIGHT JACKET

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Marine Corps Air Station Miramar, Calif.

April 1, 2005

3rd MAW Band hosts high school musicians

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

The 3rd Marine Aircraft Wing Band, who recently returned from a deployment to Iraq, hosted members of a Colorado high school band aboard Marine Corps Air Station Miramar March 25, as part of the students' trip to Southern California.

"Originally they were scheduled to tour Camp Pendleton, but something came up and we picked it up as part of our long standing stance on supporting school music programs," said Chief Warrant Officer 2 Thomas P. Mangan, a North Hunting-ton, Pa., native and the 3rd MAW Band director. "By hosting them, we're able to tell the Marine Corps story."

Upon their arrival to Miramar, members of the Windsor High School Band and Choir took a tour of the band's facility, saw the Marine band members' working conditions, and heard about life as a Marine musician, while also playing alongside the band, said Mangan.

"This tour is pretty cool, we're lucky to be able to sit down and talk with the Marines, being that they're in such a professional musical organization," said Justin J. Smart, a 17-year-old bass guitar player in the high school band. "One of the Marines gave me some tips on how to stay in (musical) synch and told me how important my playing is because the wind section (of the band) tunes itself off me."

Playing in tandem with the students during the short jam session were approximately 10 Marines, who used a variety of instruments.

"I play the trumpet, but having done this for awhile, I told the kids (in the) band that how they need to play is right there on the page in front of them," said Sgt. Michael A. Flaningam, a 28-year-old Bristol, Wis., native and member of the 3rd MAW Band. "The people who wrote the music were good enough that how they wrote it is exactly how it should be played. That way, all the instruments work in synchronization."

After their hour-long jam session with the Marines, the Windsor band and choir made their way over to the entrance of the air station commissary and exchange, where they performed for more than 30 minutes in front of an enthusiastic crowd.



Sergeant Michael A. Flaningam, a 28-year-old Bristol, Wis., native and trumpet player with the 3rd Marine Aircraft Wing Band plays with the Windsor High School Band and Choir March 25 during the students' tour of Marine Corps Air Station Miramar. Along with the tour of the Marine band's musical facilities the students from Windsor, Colo., performed a concert in front of the air station commissary and exchange. Photo by Cpl. Jonathan K. Teslevich

Playing in front of crowds is something the students would experience often if they took the opportunities offered to Marine musicians, according to Mangan.

"The U.S. government is the largest employer of band musicians in the world. The professional musical world can be tough, but here in the Marine Corps there is more patience for a musician that is developing his skills rather than one out on the road trying to make it," Mangan said.

"There are plenty of hurdles to becoming a successful musician and as Marine musicians, one learns to treat (obstacles) as no big deal," Mangan continued.

"We just take care of (problems) and move on, whereas in the civilian world, performers might complain and quit because the coffee was cold one day at the concert hall," said Mangan.

Though the life of a Marine musician can be filled with broken down buses and deployments, there are also many advantages that come with the job, said Mangan.

"We do a decent amount of travel, performing in places like Japan, Australia and across the U.S. And being in that fast-paced environment you're ahead of the game in the musical field, be it after a four-year tour or a 30-year career," Mangan concluded.

Marine Corps implements 'Leave Conduct Pledge'

Compiled by CPAO

MCAS Miramar

Before going on leave, all Marines must now sign a mandatory 'leave conduct pledge' emphasizing the importance of safe and professional conduct while on leave.

"Essential to our mission, I pledge to maintain my commitment with a constant display of honor and professionalism," the pledge reads before concluding with,

"I will plan ahead, minimize risks to my safety and return from leave prepared to continue the fight."

The new policy is pursuant to Marine Administrative Message 134/05 and NAVMC-3 (Rev. 2-05), which also contains the pledge.

Before any Marine begins leave, the Marine and their first supervisor in the leave approval chain of command will execute the pledge.

The Marine Corps-wide policy pub-

lished March 18 also requires supervisors to pledge that they are confident that Marines will "take the necessary steps to minimize risks and bring honor to our Corps and country while enjoying this well deserved break from the daily routine."

During the last Executive Safety Board meeting a proposal was discussed to implement a leave conduct pledge to raise safety awareness, reinforce the vitally important contribution of the indi-

vidual Marine to country, Corps and unit, and engage unit leadership in leave planning. The proposal was reviewed and approved by Gen. W. L. Nyland, assistant commandant of the Marine Corps.

The new policy and pledge is designed to be an important tool to improve safety and preserve overall combat readiness.

The revised leave policy follows 55 Marine deaths stemming from off-duty mishaps during the past twelve months.

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Weekend forecast from Miramar's weather station



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Employment during deployment: A parent's guide

Story by Kelli Kirwan

LIFELines

The alarm sounds at 5 p.m. You roll over to shake your Sailor or Marine awake, only to find it's your 4-year-old snuggled up on the other side of the bed. Suddenly, it all comes back to you.

You remember standing at the pier, flight line, airport, driveway (pick one), and saying goodbye with your heart in your throat. All you want to do is cover up your head and sleep until your spouse returns, but the beeping of the alarm reminds you that your family and job still need attention and life won't give you the luxury of a six-month nap.

So you get up, and you go on. Holding down a job and being a single parent during deployment is not easy, but it is possible to do it and to do it well. It takes determination, balance, and a flexible attitude. Balancing home and work takes time to re-evaluate your new role and responsibilities now that your Sailor or Marine has deployed.

You may think you need to be Superman or Wonder Woman, but you don't. Remember that you are, after all, only human. If you're finding you have inadvertently put on the superhero cape, don't be afraid to take it off and give yourself a break. Schedule time and budget money for yourself. If you get run down physically or emotionally, you won't do anyone at home or work any good.

Being good to yourself means eating healthy food, getting enough rest, and renewing yourself spiritually. Leave work at the office. Take time to decompress before you transition from work to home and parenthood.

This might be a good time to hit the gym or some golf balls, or indulge in a yoga class. Take a few minutes to

breathe deep and refocus on your family before you walk through the door or pick the kids up from school. Those few minutes can go a long way toward helping you manage all that is required of you.

Stay flexible; children take their cues from their parents, so if you remain relaxed and flexible, the children will too. Everyone needs time to adjust to a new routine, and that doesn't happen over night.

There's a reason that the phrase, "Don't sweat the small stuff," is so popular. It's good advice. Take care of the most important things, and the small stuff will be taken care of along the way — or not — the small stuff doesn't matter that much.

Remaining flexible keeps stress and tension down at work and at home, as well as helping you keep a healthy perspective. Get organized. Organize your week. Each night, prepare for the next day.

This will help avoid early morning madness. Plan ahead for meals and learn to use a crock-pot. This allows you more time being a parent and less time being a cook.

Learning to organize your time will make life during a deployment go smoother and help your children learn valuable life skills. Keep things simple and easy.

Life has a way of moving you right along and, before you know it, you'll be looking up information on returns and reunions.

Navy-Marine Corps Relief Society: Taking care of our own

Story by Ann W. Evans

MCAS Miramar NMCRS Director

It seems like the Combined Federal Campaign Fund Drive just ended. Why doesn't the Navy-Marine Corps Relief Society just join that fund-raising program and stop conducting its own campaign?

That's a good question and there is a good answer. It's unfortunate that the active duty fund drive to support the Navy-Marine Corps Relief Society now closely follows the CFC drive.

In 1998, the Defense Finance and Accounting Service mandated that all charitable allotments, regardless of the branch of service, start on June 1 and end on May 31.

To ensure that charitable allotments are registered and start on time, the dates for conducting the fund drive had to be moved up two months.

In addition, there are important reasons why the society should have a distinct fund drive.

First, there is a prohibition against active solicitation of non-service individuals that dates back to a 1942 directive signed by Joseph E. Davies, chairman of the President's War Relief Control Board.

Second, since the CFC procedure allocates undesignated funds to agencies furthest from reaching their goals, it is conceivable that the NMCRS share could be less than what otherwise would have been realized.

Third, Navy and Marine Corps fund-raising activities have a two-fold purpose of not only collecting funds for relief purposes, but also educating Marines and Sailors on the services and programs available from NMCRS for their benefit.

Fourth, there is a strong selling point that

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Reaching for the stars...



Members of the Marine Corps Executive Safety Board stand next to the fund drive thermometer at Marine Corps Air Station Miramar, March 29. The thermometer reads that \$89,000 has been raised as of March 24. The mission of the Navy-Marine Corps Relief Society is to provide financial, educational and other assistance to members of the naval services of the United States, eligible family members and their survivors when in need. *Photo by Cpl. Jonathan K. Teslevich*

MIRAMARKS

"How effective do you think the new leave pledge will be?"



CPL. JUSTIN C. EDEN

Local registration authority
H&HS

"When Marines start breaking this order and someone gets punished, I think more Marines will realize this is for real."

STAFF SGT. SANDERS GRAY

Barracks manager
MAG-11 Headquarters

"It will be effective because when Marines see something and have to sign it, they will hold themselves more accountable."



LANCE CPL. ROB DRUMMOND

Ordnance technician
H&HS

"I think someone is going to have to be made an example of for this new policy to be effective."



FLIGHT JACKET

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Wal-Mart helps ‘sell’ Corps

Story by Staff Sgt. Marc Ayalin

Marine Corps Recruiting Command

MARINE CORPS RECRUITING COMMAND, QUANTICO, Va. — The next time you’re at Wal-Mart shopping for a new television, don’t be surprised to see a few Marines in their combat utilities in the home theater department.

No, it’s not a military exercise. Wal-Mart Stores, Inc., the world’s largest retailer, recently approved the airing of two Marine Corps Public Service Announcements, “Family Photos” and “For Country.”

Both spots vividly highlight the efforts of the Corps’ active duty and reserve Marines and its veterans who have made contributions to the Corps’ legacy.

During the spring and summer, viewers will have the opportunity to see the PSAs played daily along a wall of televisions in the home theater department and on separate televisions located throughout each store.

Each PSA will be played every hour from 7 a.m. to 11 p.m., in 2,600 stores nationwide.

The “Family Photos” PSA will play from March 21 through April 17. The second PSA, “For Country,” will air May 16 to June 12 and again from July 11 to August 7.

“This is a giant step for the Marine Corps and a first in terms of using in-store television networks as a means of increasing positive awareness about the contributions of Marines and providing information about opportunities for public service,” said Captain Maxwell Boucher, project marketing officer, advertising section, Marine Corps Recruiting Command, Quantico, Va.

“There are a lot of Americans going to Wal-Mart these days, and now we have the ability to share our story with them in a very direct and visible way.”

The idea of telling the Marine Corps story through in-store television networks initially came from the 9th Marine Corps Recruiting District’s recruitment advertising officer, Captain Tyler T. Vance, during a marketing conference held November 2004.

According to Vance, he came up with the idea while shopping at Wal-Mart. After the conference, he did some research into their television network and made the determination that it would be a good advertising medium



Bill G. Harmon, a Stafford, Va., native, stops to watch the U. S. Marine Corps’ “Family Photos” Public Service Announcement at Wal-Mart’s home theater section in Stafford, Va., Mar. 28. The commercial features the original footage of the Marines and Navy corpsman who raised the American flag atop Mount Suribachi, Feb. 23, 1945. Photo by Staff Sgt. Marc Ayalin

for the Marine Corps.

By coordinating with Wal-Mart television representatives, Vance was able to secure an agreement that would showcase the Corps and provide Wal-Mart the opportunity to continue community support efforts for military service members.

Supporting the military servicemember is a subject Wal-Mart feels is an important message to share with communities across America.

According to Dan Fogleman, spokesperson for Wal-Mart, messages of pride and patriotism seen in the PSAs are a good fit with the company’s values and supports their belief and desire in supporting the military.

“Wal-Mart wants to publicly recognize the service, sacrifice and commitment that our service men and women have contributed to our country,” Fogleman said. “We want to say thank you. Thank you for helping to preserve the freedom that makes this country great.”

Military support is nothing new for Wal-Mart. Sam Walton, a former Army intelligence officer during WWII, founded the company on the ideals of respect, quality of life, opportunity and freedom.

The 43-year-old company and its associates have been strong supporters of the military by raising awareness about the sacrifices and contributions of U.S. servicemembers and their families.

“It’s good to share this message not only with our customers and associates but with those families whose loved ones are serving their country and standing for what they believe in,” Fogleman said.

The airings of the PSAs seem to be striking a chord in the hearts of Americans.


“I think its great that Wal-Mart is recognizing our military servicemembers for their contributions,” said Bill G. Harmon, a Stafford, Va., resident. “I really liked the part of the Marine public service announcement where the mother showed her son’s picture and how proudly she held it.”

The Marine Corps is thankful for the support provided by Wal-Mart and hopes the relationship will continue to grow and assist the Corps in its efforts to educate young men and women about opportunities to serve in the Marine Corps.

“Wal-Mart is an American institution and it’s good to see they care – it’s what America is all about,” said Gunnery Sgt. Rosendo Deleon, staff noncommissioned officer in charge of Recruiting Substation Temple Terrace, Tampa, Fla.

“In today’s society it is important to serve your country and I am thankful Wal-Mart recognizes that through their actions in supporting our troops,” he concluded.

SHARE YOUR EXPERIENCES!



MCAS Miramar needs servicemembers from all ranks, occupations, experiences, backgrounds and upbringings to participate in the Guest Speaker Program. If you are interested, call the Community Relations Department at (858) 577-4333.

An appreciative audience awaits

Engineers make it happen on tarmac

Story by Cpl. Rocco DeFilippis

2nd Marine Aircraft Wing

AL ASAD, Iraq — The expeditionary airfield technicians of Marine Wing Support Squadron 271, Marine Wing Support Group 27, 2nd Marine Aircraft Wing, work daily to ensure every aspect of the airfield, from arresting equipment to runway lighting, is operational to support the aircrews here.

“We do anything and everything on the airfield,” said Lance Cpl. Caleb J. Fox, expeditionary airfield technician, MWSS-271, and native of Rio Linda, Calif. “Everything from the lighting and markings to maintaining the recovery equipment and repairing the surface of the runway. We have even chased wild dogs off the runway and out of the path of jets taking off.”

Although the runways and taxi strips are now suitable for most types of military aircraft, expeditionary airfield Marines from different squadrons have worked extremely hard to take the dilapidated airfield to where it is today.

Lance Cpl. Barrett A. Crow, who is on his second deployment supporting Operation Iraqi Freedom, said the airfield has come a long way since his time here last year.

“At that time, there was only one section of the runway that was usable,” said the expeditionary airfield technician with MWSS-271 and native of Mesquite, Texas. “Since that time, we have repaired numerous holes and cracks, set up permanent lighting and remarked most of the runways and taxi strips.”

One of the most critical roles the Marines play in supporting the airfield is maintaining and operating the expeditionary arresting gear, a machine that acts as a catching device for drop-hook aircraft.

Like a jet landing on an aircraft carrier, the gear allows aircraft to land on expeditionary airfields in emergency and poor weather situations.

“When you have a human life depending on that gear to stop their jet, you do everything you can to ensure it is going to work,” Crow said. “We check and maintain our systems every day.”



An F/A-18D Hornet, from Marine All-Weather Fighter Attack Squadron 224, Marine Aircraft Group 21, 2nd Marine Aircraft Wing, screeches to a halt after hooking on to expeditionary arresting gear. Sgt. James S. Hapley, expeditionary airfield technician, Marine Wing Support Squadron 271, Marine Wing Support Group 27, 2nd MAW, runs to check that both sides of the gear are pulling at the same rate seconds after the Hornet touches down. Photo by Lance Cpl. Andrew Pendracki

In addition to the arresting gear, the Marines contribute by spraying dust-abating materials to prevent “brown-out” conditions from airborne dust and debris caused by aircraft landing and taking off.

“The dust-abatement treatments greatly improve the visibility and safety for pilots,” said Cpl. Brian D. Van Gilder, expeditionary airfield technician, MWSS-271 and native of Adamstown, Md. “Since we’ve been here, we have sprayed

thousands of gallons of water to ensure that the pilots can see and have safe conditions to land in.”

With all they do for the airfield in support of the 2nd MAW, the expeditionary airfield Marines are vital to the success of the mission.

“I’m proud to be out here; this is what we have trained to do,” Van Gilder said. “What we do is necessary to the success of the mission here, and it’s great to be doing my part.”

A special thanks...



Sergeant Major of the Marine Corps John L. Estrada visits with several Marines from Marine Aircraft Group 16 squadrons Tuesday that recently returned from Iraq. He thanked the Marines for a job well done and their excellent leadership throughout Operation Iraqi Freedom. “The bottom line, you have represented the Corps extremely well,” said Estrada. “No other nation’s armed forces in the world can compare to what the United States Marine Corps does for our country. They can’t do it. Why? Because, right now, we have outstanding individuals like yourselves serving with the Marine Corps.” Photo by Lance Cpl. James B. Hoke

Federal law assists troops in dealing with creditors

By Gerry J. Gilmore

American Forces Press Service

WASHINGTON — Federal law prohibits mortgage lenders from immediately foreclosing on homes owned by servicemembers deployed overseas on military duty, a senior legal officer noted here.

All servicemembers, including those deployed, are protected under the Servicemembers Civil Relief Act, signed by President Bush on Dec. 19, 2003, said Army Col. Christopher Garcia, director of legal policy at the Office of the Undersecretary of Defense for Personnel and Readiness.

“The SCRA includes a provision that protects against default judgment. In any civil action, such as a lawsuit or a foreclosure, in which the defendant does not make an appear-

ance, the court must require the plaintiff bringing the suit to file an affidavit saying whether or not the other party in the lawsuit is a servicemember,” Garcia explained.

And, if the party being sued for foreclosure or some other debt action is a servicemember, Garcia continued, “then the SCRA requires the judge to do certain things to protect the servicemember’s rights” under the law.

For example, he said, the courts “are required to stay the court proceedings for a minimum of 90 days until the servicemember can be present to assert a defense.” Most often, such court cases are delayed until the servicemember has completed his or her overseas deployment, Garcia pointed out.

Garcia said he had no specific information regarding recent news reports saying some deployed servicemembers have

had their homes foreclosed on or had other assets seized in contradiction to the law.

Business-community compliance with the SCRA “generally has been very good,” Garcia noted. Yet, he acknowledged, there’ve been “isolated cases of noncompliance.” This usually occurs, Garcia said, “when a lender, or landlord, or other person dealing with a servicemember is unaware of the law.”

After lenders and other creditors become aware of the law, they usually comply with it, Garcia said.

All active, Reserve and Guard troops on active duty, Garcia said, can contact their local military legal assistance officers to assist them in enforcing SCRA-specified rights.

Servicemembers and their family members can personally visit legal assistance offices. A legal assistance attorney can “draft a letter or make a phone call,” he pointed out. If the creditor refuses to comply with the SCRA, either the servicemember can sue privately, or the Department of Justice can bring an enforcement action in federal court.

The SCRA is an update to the Soldiers and Sailors Civil Relief Act of 1940, which was established to provide protections to deployed troops who have difficulty meeting their personal financial and legal obligations due to their military service.

‘Healthy Choices’ coming to commissary

Story by Bonnie Powell

Defense Commissary Agency

Fat. It’s an epidemic among Americans, and military families are no exception. Now, the Defense Commissary Agency is partnering with TRICARE in an effort to create greater awareness of nutrition and healthier eating through participation in TRICARE’s “Healthy Choices for Life” campaign.

“A focus on nutrition is one of the major trends in the grocery industry now and we want to lead the way in making commissaries the place to shop for fresh, healthy foods,” said Patrick B. Nixon, acting director and chief executive officer for DeCA. “In addition to great produce sections, we have organic and healthy food and wellness sections in many commissaries. These types of products will be increasing rapidly as more manufacturers get involved in the trend away from fad diets and more toward healthier eating.

“Our commissaries worldwide will also partner with health and wellness and nutrition professionals on installations to sponsor commissary tours that actually ‘show and tell’ military families what to look for on labels and the kinds of foods they should be eating for better health,” said Nixon. “We’re not trying to tell customers what they should or shouldn’t buy when they shop their commissary, but we are saying ‘it’s your choice, make it healthy’ and we’re doing what we can to increase awareness.”

Beginning with National Nutrition Month in March and extending through the remainder of the year, commissary customers will begin to see a series of related posters, special cards in the produce department, healthy food fairs, handouts, shelf signs with nutritional information, increased “healthy food” sections and displays from manufacturers.

Single servicemember tours during Commissary Awareness Month in May will have a “make it healthy” theme. Customers will even have the opportunity to participate in “commissary calisthenics” during Fitness Month in May.

“Just walking every single aisle of the commissary has some value,” said Nixon. “But we might see some fun exercises like calf stretches while holding your cart in the queue line – or try some ‘canned bean curls.’ But please put the cans back when you’re finished, or better yet, put them in your cart!”

Miramar home to aviation legend

Historic Corsair ‘favorite’ at museum

Story by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent

The Japanese both feared and respected it during the Navy and Marine Corps’ historic island-hopping campaign in the Pacific more than 60 years ago.

No single-engine American fighter was as instantly recognizable as the Chance Vought F4U Corsair, with its seemingly too-long nose and inverted, bent-gull wings. In the hands of Navy and Marine Corps

pilots, the Corsair was also affectionately known as the “bent-winged bird” and the “sweetheart of Okinawa.”

However, Japanese troops, who heard the piercing whistle of high-speed air flowing through the wing-mounted air intakes just before a Corsair dive-bombed or strafed them, had another name for it — “Whistling Death.”

Powered by an 18-cylinder, radial-piston Pratt & Whitney engine, capable

of producing more than 2,000 horsepower, the sleek F4U Corsair had a top speed of 417 miles per hour and sported six .50 caliber machine guns.

More than 12,000 of the aircraft were produced and used extensively by Marine and Navy fighter aircraft squadrons during World War II and the Korean War.

“The Corsair we have (at the museum) was actually flown over Korea and shot down a Russian-made MiG.”

Bob DeVilliers
museum volunteer

“The Corsair that we have here on display is the F4U-5N,” said Mike Zacker, a 500-plus hour volunteer at Miramar’s Flying Leatherneck Historical Foundation and Aviation Museum, who is also a retired Marine Corps sergeant major. “The F4U-5 Corsair, too late for World War II, started coming off the assembly line in April 1946.

“The night fighting units flying the F4U-5N Corsair, F7F-3N Tigercat and

Today, less than 30 Corsairs of various models are still in existence, although much less flight worthy. Interestingly, Miramar is home to one of the legendary fighter aircraft.



Mike Zacker (left) and Bob DeVilliers, volunteers at the Flying Leatherneck Historical Foundation and Aviation Museum at MCAS Miramar, Calif., and retired sergeants major, discuss the lineage of one of the Marine Corps’ most legendary combat aircraft—the Chance Vought F4U Corsair, seen parked behind them at the museum’s grounds Mar. 23. Photo by Cpl. Paul Leicht

the F3D Skyknight accounted for 11 enemy aircraft (destroyed) during the Korean War. This version of the Corsair was delivered to the Navy on November 8, 1948, and was retired from active inventory in 1953 with total of 1,392 hours (flown). This one has been restored in Marine Night Fighting Squadron 513 markings, as it served in Korea.”

The F4U-5N, like the one at Miramar’s museum, featured increased

horsepower, longer range, improved rate of climb, four 20 mm cannons and two 2,000-pound bombs, or eight rockets for close-air support missions, said Bob DeVilliers, also a volunteer at the museum and retired sergeant major, who first joined the Marine Corps in late 1942.

“The Corsair we have (at the museum) was actually flown over Korea

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‘Flying Tigers’ swap helos after Iraq tour

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

Conducting a function check of newly received equipment is standard procedure for any Marine concerned with mission accomplishment and safety. The lead element of Marines with Marine Heavy Helicopter Squadron 361, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, known as the “Flying Tigers,” recently returned from operations in Iraq. The squadron swapped their CH-53E Super Stallion helicopters with HMM-465, MAG-16, who are currently deployed to Iraq, and began conducting standard systems checks on the newly received aircraft to ready

them for training operations which will begin when the remainder of the squadron returns from Iraq in April. The equipment exchange is just one part of the massive transfer of assets between units as part of their rotation into and out of Iraq. “We have accepted five helicopters already and will be getting more from HMM-465 and other sources when our main body gets back,” said Sgt. Matthew S. Ipatenco, a 27-year-old Grand Junction, Colo., native and quality assurance representative with HMM-361. “Our operational tempo will increase a lot when the main body returns and we get back into the training schedule here.” The operations and training the squadron will be

seeing here will be markedly different from what they experienced in Iraq, according to Ipatenco. “There are different flight routes, radio calls and altitudes that the crews have to get used to again here, but then a lot less is going on in the air here versus Iraq,” Ipatenco said. “However, before the crews can start relearning the flight procedures, we have to check the (aircraft) out on the ground.” The fact that they are flying helicopters that are, in some cases, older than the Marines maintaining them makes the troubleshooting process critical, according to Lance Cpl. Ramon R. Ramirez, a 23-year-old Palm Coast, Fla., native and flight line mechanic, HMM-361. “Once the helicopters go through inspections to make them as safe as possible, they start flying on the training schedule until maintenance is needed,” Ramirez said. “The process is pretty much the same as in Iraq, except here we settle down and go home at 4:30 p.m. instead of working as long as it takes to fix the aircraft.” The Marines of HMM-361 enjoy the schedule change, the lowered intensity workload, and are just glad to be back experiencing the sights and sounds of home, according to Ipatenco.

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and shot down a Russian-made MiG (fighter jet) using the radar blip on the right wing, which, in addition to the four-bladed prop, distinguishes it in appearance from the World War II versions of the Corsair,” said DeVilliers. During World War II, 88 Marine Corps aces in 20 squadrons flew the Corsair to its present glory. “Equipped with the new versions of the Corsair, Marine Corsair units in the Pacific quickly demonstrated their firepower in close-air support of the infantry units,” said Zacker, who joined the Marine Corps in 1963 and served four tours in Vietnam. By September 1944, missions were being flown with two 1,000-pound and one 2,000-pound bombs — doubling the aircraft’s designed ordnance load. Marine units such as Marine Fighting Squadron 214, led by the now infamous Maj. Gregory “Pappy” Boyington, demonstrated the Corsair’s ability in the air superiority role; intercepting and hunting down most Japanese aircraft that ventured anywhere near Allied forces. Boyington— who personally scored 22 kills before becoming a prisoner of war after being shot down over the island of Rabaul— always chose to fly the oldest Corsair in his squadron. Miramar Marines and Sailors now have a constant reminder of the famous Marine as they drive along the flight line road on station, named after Boyington. Today, one might occasionally catch a glimpse of the F4U Corsair at an air show. But for those curious to learn more about a small part of Navy and Marine Corps aviation history, a trip to the Flying Leatherneck Museum is a must. “One of the great things about being a volunteer here is the chance to educate people, especially the young, about this aircraft and Marine Corps history,” explained Zacker. “Museum visitors frequently want to see this very famous aircraft and, to no surprise, it tends to be a favorite of many.” The museum is open Tuesday through Sunday from 9 a.m. to 3:30 p.m. You can find more information about the museum by visiting www.flyingleathernecks.org, or calling (858) 693-1723.

Russian native finds home in Marine Corps

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

Nearly three years ago Cpl. Boulat Chainourov, personnel clerk, Group Personnel Administrative Center, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, was living in Brooklyn, N.Y., working odd jobs, such as carrying a big sign on his shoulders advertising one thing or another.

Having moved from Ufa, Russia — located at the western base of the Ural Mountains — five years ago to live with his father, who had arrived in the United States three years prior, Chainourav found himself looking for some excitement and opening his horizons.

“I went down to (another service’s) recruiting office, but I didn’t like what I saw there,” Chainourav said. “At that time, I was studying to become a Microsoft certified professional and my teacher was a former Marine, so I guess that’s how it started.

“I also wanted to be part of the hardest, toughest military branch,” he added.

As a member of the U. S. Marine Corps, Chainourav, a newly promoted corporal, attended a corporals course held during the end of 2004 at Camp Pendleton.

“It was a really positive experience— we played around a lot, but my attitude has become more professional because I was surrounded by examples of good noncommissioned officers,” Chainourov said. “I was able to better understand how to conduct myself as a leader, whereas before I was a lance corporal with an extra chevron.”

As a junior Marine, Chainourov deployed in support of Operation Iraqi Freedom from February to October 2004.

“I was an individual augment to the 1st Marine Expeditionary Force and initially really wanted to be there for the bragging rights but, by the end, I was proud

just to have been part of it,” Chainourov said. “I worked at the Joint Reception Center in Kuwait, which was pretty comfortable, but the JRC would get so busy— with anywhere from 800 to 1,200 people per a day— that I couldn’t even make a head call.”

Returning from his adventures in Kuwait, Chainourov plans on reenlisting for four more years and making the Corps a career.

According to his coworkers, he is hardcore, knows no fear, and is crazy about his motorcycle and computers, a skill that comes in handy when the office needs technical support.

“We’re roommates plus coworkers, and he’s really not that messy, but more importantly he is reliable and dedicated to his job, often staying late to get work done,” said Sgt. David D. Shon, deployment noncommissioned officer in charge, GPAC.

Hard work is no problem because of the benefits he receives in return from the effort, according to Chainourov.

“My quality of life (in America) is much better (than in Russia). In Russia, I worked but could never have afforded a nice motorcycle at 21 years old like the one I have here,” Chainourov said.

“Back in Russia, the military got no respect because they were conscripts; everything about the military has been negative for years. While as a Marine, I have broadened my view of the world, been places I never imagine and people here think of the military in positive terms.”

Chainourov plans on carrying that positive vibe with him during the remainder of his time in the Corps.

“I’m fluent in Russian and using my computer skills, prior service and additional education, I plan on becoming a warrant or commissioned officer down the line,” said Chainourov. “Becoming an officer would be pretty cool, plus I should have my citizenship soon.”



Cpl. Boulat Chainourov kneels in front of his office Mar. 17. Chainourov is a 21-year-old Ufa, Russia native and personnel clerk with Group Personnel Administrative Center, Marine Aircraft Group 11, 3rd Marine Aircraft Wing. Photo by Cpl. Jonathan K. Teslevich

NMCRS continued from page 2

the Navy and Marine Corps take care of their own. This would be lost if the society participated in the CFC.

Finally, the CFC charges an administrative fee of up to 10 percent of the total collected to all organizations under its campaign umbrella.

A distinct and separate drive organized by the Navy and Marine Corps for the benefit of NMCRS ensures that 100 percent of every dollar donated to the society goes right back in direct services to the Navy and Marine Corps.

The NMCRS has been supporting the Navy and Marine Corps for 101 years. Let’s continue to support the organization that supports our Navy and Marine Corps troops.

Founded in 1904, the Navy-Marine Corps Relief Society is a private, non-profit, charitable organization.

As a Center of Excellence, the society exists solely to support the active and retired communities of the naval service.

Located at approximately 241 offices ashore and afloat throughout the world, the society’s work is accomplished mainly by its 3,000 dedicated, trained and caring volunteers who are supported by a small cadre of paid employees.

The society’s office at Miramar began its history sometime in the 1950s as a branch of the San Diego Auxiliary. By 1962 the case load had increased sufficiently so that the base commanding officer petitioned headquarters to upgrade the branch to independent status and hire its first employee.

The office has received steady support from base commanders through the years.

In October 1997 following the Base Closure and Realignment initiative, Naval Air Station Miramar became Marine Corps Air Station Miramar. NMCRS Miramar was the only NMCRS office to completely switch services.

January 23, 2004 marked the Society’s 100th birthday.

During that year 1,475 clients were seen at NMCRS Miramar, and financial assistance reached almost \$804,000. Sixty active volunteers worked throughout the year as:

Caseworkers – Interviewing 1,475 clients, providing \$693,409 in interest-free loans, \$80,286 in grants and financial management counseling in 388 cases.

Receptionists – Greeting clients, processing their applications for NMCRS assistance and answering questions.

Layettes – Knitting and crocheting baby blankets and sweater sets and teaching a Budget for Baby class. “Junior Seabags” were furnished to 236 new family members.

Thrift Shop – Volunteers run a Thrift Shop that provided low-cost clothing and household items to 8,143 customers.

NMCRS Miramar is located in the west end of Building 2273 on Elrod Avenue. Office hours are 8 a.m. to 4 p.m. Monday through Friday.

Appointments are preferred, but walk-ins are taken when space is available. For more information or an appointment call 577-1807.

Call the American Red Cross at 800-951-5600 for NMCRS assistance after hours and on weekends.

Control tower keeps flight line safe

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

Several Marines perched atop the control tower look on as a thunderous echo sounds from the forceful F/A-18 Hornet's engines— propelling it across the flight line and launching the jet into the air.

Responsible for maintaining organization and coordination throughout the flight line and Miramar's airspace, the Marines who work inside Miramar's Air Traffic Control tower focus on reducing the dangers associated with large aircraft flying in close proximity of one another.

"Our primary mission is to provide a safe and expeditious flow of air traffic," said Staff Sgt. Paul Rainbow, crew chief, Air Traffic Control, Marine Corps Air Station Miramar. "In that order, too, because safety comes first. We organize (flights) and get (aircraft) out of here in a timely fashion."

With more than six critical areas of responsibility within the control tower — all accountable for some part of the organization of the flight line — the Marines manning it work relentlessly to maintain order and efficiency.

"We really do run as busy as we can every single day," said Sgt. Rand Sentes, tower watch supervisor, ATC. "If we have the opportunity, we get as many people in the tower as possible."

"Everyday we have students training," added the Boulder, Colo., native. "Every student is backed up with a monitor and every monitor is backed up by a supervisor. Everybody is watching each other's back."

According to Sentes, the personnel inside the tower go beyond normal standards to ensure the flight line and surrounding air space remains accident free.

"Obviously, if there is a mistake with air traffic control, it would be catastrophic," the Centaurus High School graduate stated. "We have a lot more room to work with in the control tower, because we aren't as structured as say a radar facility. We still have to be very precise though."



Staff Sgt. Paul Rainbow (left) and Sgt. Joe Clarke watch from the control tower as a KC-130 Hercules takes off from Miramar's flight line March 22. Rainbow, a crew chief with Air Traffic Control, Marine Corps Air Station Miramar, and Clarke, an air traffic specialist with ATC, both work at the station's control tower. Control tower personnel are responsible for providing and maintaining the safe and expeditious flow of air and ground traffic on the flight line. Photo by Lance Cpl. James B. Hoke

However, even with the amount of room they have to work with, occasionally pilots on training missions end up returning simultaneously, crowding the airspace around the flight line.

"This place can look like the New York Stock Exchange at times," said Sentes. "Every once in awhile you have to reset everyone and get the noise level back to a talking level."

"A lot of times when it gets real busy, we try to sterilize the tower," he added. "The people that don't need to be up here, we send them below until things settle down."

Although the control tower can get extremely busy because

Miramar has some of the most congested air space in the country, without the watchful eye of the tower, incoming pilots wouldn't be able to land in a proper and safe sequence, said Lt. Cmdr. Tim Young, F/A-18 Hornet pilot instructor, Marine Fighter Attack Training Squadron 101, Marine Aircraft Group 11, 3rd Marine Aircraft Wing.

"The control tower is needed to orchestrate the arrival and departure of aircraft so we can safely arrive at our destination," concluded Young. "Their part in the mission here at Miramar has been no small part indeed. They are doing a fantastic job."

On the wings of the Warhorse

Story by Cpl. Rocco DeFilippis

2nd Marine Aircraft Wing

AL ASAD, Iraq — A wall of dust erupts from the desert as a CH-53E Super Stallion touches down, and Marines quickly jump out and set up a defensive perimeter.

While attack helicopters, commonly referred to as ‘skids,’ circle the landing zone around a two lane road in the desert between cities, the Marines setup an expedient roadside check point, and begin searching vehicles.

These vehicle check points are being conducted by the Marines of 3rd Platoon, Company L, 3rd Battalion, 2nd Marine Regiment, in order to disrupt insurgent supply lines and support peace and stability in the Al Anbar Province.

“It keeps the bad guys on their toes,” said Lance Cpl. James D. Bergeron, team leader, 3rd Platoon, Company L, and native of Deridder, La. “They are seeing that they don’t have free range on the roads, and that greatly limits their ability to move weapons or people from place to place.”

One of the key ingredients to the success of the random check points is the speed, mobility and cover provided by the rotary wing assets of the 2nd Marine Aircraft Wing (Forward).

“Our aircraft can carry a large number of passengers and we can get in and out to drop them off very effectively,” said Capt. Kevin G. Hunter, CH-53E pilot with Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, known as “The Warhorse,” and native of Shelton, Conn.

“We allow them to bring the personnel they need and do it in a timely manner.”

With the aviation aspect tied in, the whole process runs smoothly.

The aircraft give the infantrymen the ability to punch out to remote and distant roads at anytime of the day, and offer peace of mind by providing close air support and readily available casualty evacuation in the event of an injury.

“With their fire power and vantage point, the air support makes our job a whole lot easier,” said Lance Cpl. Lucas C. Wagner, team leader and native of Choctaw, Ok. “They act as a great deterrent and provide us with a lot of information on what is coming our way.

“They can tell us what types of vehicles are coming, how many passengers and also if anyone is turning around or acting suspicious,” Wagner continued.

Another Marine with Company L described the assistance received from the helos as an asset not willing to deny their fellow Marines on the ground the support they need.

“The helos are awesome, and they help us out in anyway they can,” said Cpl. Christian E. Izaguirre, squad leader and native of North Bergen, N.J. “People are less likely to do something when they see three or four ‘skids’ flying over head. It gives you peace of mind when you are on the ground.”

Sometimes accompanied by a local national interpreter or even Iraqi security forces, the men of Company L said the Iraqi people are thankful and cooperative at the check points.



Sergeant Benjamin D. Freeman, CH-53E crew chief, Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, mans the ramp-mounted weapons system while his helicopter provides aerial support for infantry Marines during a “snap” vehicle check point. *Photo by Cpl. Rocco DeFilippis*

“They get a look of reassurance when they see one of their own countrymen with us at the check point,” Izaguirre said. “They don’t want weapons or insurgents in their communities as much as we don’t, so they are willing to cooperate and appreciate what we are doing.”

Golfer prepares for All-Marine challenge

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

Corporal Maryssa Setley has come a long way since her days as a young girl playing golf with her father in her hometown of Bend, Ore.

The aviation supply specialist with Marine Aviation Logistics Squadron 11, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, qualified as the top female golfer during the 2004 All-Marine trials and now prepares herself for the challenges of the 2005 season.

It’s amazing but, at the time, the trials came up all of a sudden, recalled Setley. I didn’t quite look at the unexpected arrival of the trials in a bad way. I just went out and did my thing.

“Participating in this year’s All-Marine (golf) trials, it is a little bit more nerve-racking,” she added. “I’ve played in several events around the (San Diego) area representing the Marine Corps. It feels good, but I’m not the type of person that says, ‘Hey, look at me!’ so it makes me a little bit nervous.”

According to Setley, golf has been her favorite pastime since her father introduced her to the sport.

“I was inspired by my family,” she stated. “My father played and I just took to it and loved it. My father is my hero and a former Marine, too. I just followed in his footsteps.”

Being able to play golf for the All-Marine team is a great opportunity to contribute more to the Corps, as well as to herself, said Setley.

I think participating in Marine-sponsored programs gives every Marine an opportunity to be well rounded, she said. I’m not a great marksman. I qualify with the rifle, but I’m a fantastic golfer. That means I have more than just the standardized ways I can contribute to the Marine Corps.

“I think (participating in Marine-sponsored programs) gives every Marine an opportunity to be well rounded.”

Cpl. Maryssa Setley
2004 Top Marine female golfer

“It’s a great opportunity,” she added. “During the All-Marine trials, you are going to meet Marines from all over and that is amazing, too. The Marine Corps is already a team. Being able to play on a team within a team is humbling, motivating and is actually making me want to re-enlist.”

Although making the All-Marine team last season was inspirational for her, she must once again contend for a spot on the elite roster — this time against unfamiliar competitors.

“The All Marine trials are at Parris Island in June,” said Setley. “I will go and compete, but I don’t know how many other females I will be competing against.

“From there, we go to the Armed Forces trials,” she added. “The Marine Corps is hosting the Armed Forces trials, so it’s going to be held in the same area.”

Although the competition is unfamiliar this year, Setley has already set a lofty objective for herself.

“My goal this year is to (be ranked) number one in the Armed Forces,” she stated. “The (Armed Forces team) combines the top three female golfers with the top six males and they represent the United States (in competition).”

According to Lance Cpl. Shawn J. Merritt, calibration technician, MALS-11, Setley is more than capable of reaching her goal.

“She will get onto the All-Marine team pretty easily and then onto the Armed Forces team,” concluded Merritt, Setley’s All-Marine teammate during the 2004 season. “She has a great swing. She’s been golfing since she was young and keeps improving every time I see her.”



Cpl. Maryssa Setley, a Bend, Ore., native, prepares for the 2005 All-Marine golf trials at the Miramar driving range March 29. Named the top female Marine golfer in 2004 out of more than 50 participants, the aviation supply specialist with Marine Aviation Logistics Squadron 11, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, is aiming for the top female position during the upcoming All-Marine and All-Armed Forces golf trials in Parris Island, S.C., scheduled June 19. *Photo by Lance Cpl. James B. Hoke*

Miramar Movies

The Station Auditorium is located in building 2242, and will be featuring the following movies free of charge. Outside food and drinks are not permitted. For more information, contact 577-4143 or log on to www.mccsmiramar.com.

Friday:
4:30 p.m. Alone in the Dark (R)
6:30 p.m. Constantine (R)
8:45 p.m. Hide and Seek (R)

Saturday:
6:30 p.m. Pooh’s Heffalump Movie (G)
8:30 p.m. Son of the Mask (PG)

Sunday:
1:00 p.m. Advanced screening, Call theater for information
6:30 p.m. Sideways (R)

Wednesday:
6:30 p.m. Cursed (PG-13)

Thursday:
1:30 p.m. Bubble Mania Live Show
2:00 p.m. Because of Winn Dixie (PG)
8:00 p.m. Constantine (R)

Post Office Relocation

The Miramar Post Office, located in Building 2257, is closed due to remodeling for approximately eight to 10 weeks. Construction has begun and during this period, all financial transactions, which include mailing parcels, as well as purchasing stamps and money orders, will be conducted at a satellite location behind Building 2257. For more information, call (858) 577-6058.

Religious Services

The Chaplain’s Office is located in building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist

Wednesday:
7 p.m. Baptist service

Monday-Friday:
11:30 a.m. Roman Catholic daily mass

Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

Spring Forward Safely

The Miramar Fire Departments would like to encourage everyone to include changing the battery on their smoke detector this weekend, in addition to setting their clocks ahead one hour Sunday night. For more information, call (858) 577-1963.

Commissary Dollar Days

The Defense Commissary Agency is bringing “Dollar Days” to the Miramar Commissary, a campaign designed to offer customers a multitude of increased bargains. The “Dollar Days” promotion will run from Thursday to April 13 and items throughout the commissary will feature dollar pricing, reflecting the popular “dollar store” concept. For more information, call 577-4516.

Coffee House Fellowship

The recently established Coffee House Fellowship will be held each Tuesday, except holiday weekends, at the Miramar Chapel, beginning April 12 from 7 to 9 p.m. The weekly event will consist of instruction on how to play a variety of instruments. For more information, call (858) 577-4443.

AA Meetings at Miramar

All military personnel, family members and DoD employees are invited to attend Alcoholics Anonymous meetings taking place each Monday from 6:30 to 7:30 p.m. at the Marine Corps Community Services Counseling Center, Building 2274. For more information, call 577-7285.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal’s Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
1995 Dodge Neon	CA/3KGZ374	1993 Plymouth Voyager	4HVP334
1989 Subaru GL	CA/1REE135	Unk. Mazda 626	CA/1STD385
Unk. Honda Prelude	No Plates No VIN	1993 Ford Escourt	CA/3EKK843
Red Sea King Boat	No Plates No ID	1998 Honda DX	CA/2YBS381
Hydra Sports Boat	FL/CZ39M	Unk. Honda Accord	GA/77693
Unk. VW Jetta	No Plates No VIN	1990 Ford Mustang	CA/2TAX992

